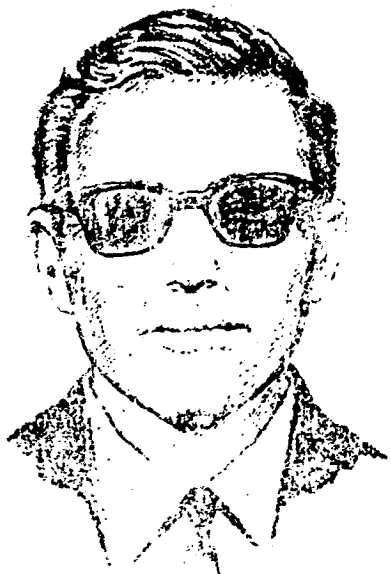


FEDERAL BUREAU OF INVESTIGATION
FREEDOM OF INFORMATION/PRIVACY ACTS SECTION
COVER SHEET

SUBJECT: D. B. COOPER

NOTICE

THE BEST COPIES OBTAINABLE ARE INCLUDED IN THE REPRODUCTION OF THE FILE. PAGES INCLUDED THAT ARE BLURRED, LIGHT OR OTHERWISE DIFFICULT TO READ ARE THE RESULT OF THE CONDITION AND OR COLOR OF THE ORIGINALS PROVIDED. THESE ARE THE BEST COPIES AVAILABLE.



BUR

LV 164-80

initial sketch



revised version

UNKNOWN SUBJECT;
HIJACKING OF NORTHWEST AIRLINES FLIGHT 305
PORTLAND, OREGON
11/24/71
CAA - HIJACKING; EXTORTION

164-80-157
ENCLOSURE

FOR IMMEDIATE RELEASE
DECEMBER 3, 1971

Attorney General John N. Mitchell announced today that a "ransom list" of the known serial-numbered bills that were given to the hijacker of Northwest Orient Airlines Flight 305 on November 24, 1971, has been prepared and is being distributed by the FBI throughout the country.

FBI Director J. Edgar Hoover advised that the "ransom list," 34 pages in length, contains the serial numbers of 725 Federal Reserve Notes which were paid to the hijacker for the release of 36 passengers and two crew members. The hijacker boarded the flight at Portland, Oregon, and hijacked the plane just prior to arrival in Seattle, Washington. He is believed to have parachuted from the Boeing 747 aircraft while it was in flight from Seattle to Reno, Nevada.

Mr. Hoover advised that copies of the "ransom list" are being furnished to FBI Offices and police departments throughout the United States, as well as certain financial and business establishments. He requested anyone having any information concerning this matter to immediately contact the nearest office of the FBI, the telephone number of which may be found on the first page of most telephone directories.

TBC:dmc

ENCLOSURE ATTACHED

ENCLOSURE



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Portland, Oregon

December 8, 1971

In Reply, Please Refer to
File No.

UNKNOWN SUBJECT, also known as
Dan Cooper, Northwest Airlines Flight #305,
Portland to Seattle, November 24, 1971

"The Daily Telegraph", a London, England, newspaper, contained an article on May 28, 1971, on Page 4, describing a plot by an unknown subject using the name "Mr. Brown". This individual hoaxed the Qantas Airline at the Sydney International Airport, apparently in Australia, into paying 235,000 pounds ransom money after a bomb threat. The aircraft involved was a Boeing 707 Airliner. "Mr. Brown" is not described in the article, but an "Identikit" picture of him bears a resemblance to an artist's sketch of an unknown subject who hijacked an airliner between Portland, Oregon, and Seattle, Washington, on November 24, 1971, and extorted \$200,000 from Northwest Orient Airlines. This individual is described as white male, 6'1" tall, 170-175 pounds, age-mid-forties, olive complexion, brown eyes, black hair, conventional cut, parted on left; slender build.

164-2111-265
ENCLOSURE



UNKNOWN SUBJECT
NORTHWEST AIRLINES, FLIGHT 305
PORTLAND TO SEATTLE
NOVEMBER 24, 1971
CRIME ABOARD AIRCRAFT - HIJACKING;
EXTORTION

AIR LINE PILOT VIEWPOINTS...

The Robin Hood syndrome

Once upon a time there was an English archer named Robin Hood who lived in Sherwood Forest in Nottinghamshire. He gathered unto himself a band of rebels who supported themselves by robbing the rich upperclass gentry that ventured into his domain.

Over the years, Mr. Hood has been immortalized in song and poem for his legendary deeds. Many proverbs and sayings have been handed down in English literature that give this group of rogues an undeserved aura of respectability.

Legends die hard. Mr. Hood and his gangsters still occupy an honored place in story books, cartoons and films although their greedy motivations have been sanitized for young minds.

While *Air Line Pilot* is not in the business of destroying legends, one fact is clear. Mr. Hood was a thief, pure and simple, even though those he relieved of their gold might have been able to afford the loss.

A modern-day Robin Hood has now emerged. He told Northwest Airlines his name was D. B. Cooper when he boarded Flight 305 during the Thanksgiving holidays. After takeoff, he commandeered the 727, threatened to blow it up, demanded and got \$200,000 and four parachutes and then bailed out somewhere between Portland, Ore., and Reno, Nev.

When it turned out that Mr. Cooper couldn't be promptly located, his name and dramatic deed caught the public fancy. There were some citizens who felt he had earned the \$200,000 through his act of bravery and daring. A song was written about him; a Portland vendor is reportedly doing well selling T-

shirts featuring a parachute descending with a suitcase full of greenbacks.

Dr. Otto Larsen, sociology professor at Washington University, is reported to have explained the newly aroused Robin Hood syndrome this way:

"We all like adventure stories. That hijacker took the greatest ultimate risk. He showed real heroic features—mystery, drama, romanticism, a high degree of skill and all the necessities for the perfect crime.

"This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand that.

"His was an awesome feat in the battle of man against machine. One individual overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

Although it may be comforting to some to be able to explain human aberrations so easily, the fact remains that Mr. Cooper, or whatever his name is, committed a serious crime and is no less a criminal because social scientists can explain why he committed it. He endangered a plane-load of passengers, intimidated the crew, blackmailed the airline out of hard-earned cash and caused damage to an aircraft.

Mr. Cooper is no hero. He is a criminal in every sense of the word. He is being sought for an act of piracy that cannot be condoned or excused.

If Mr. Cooper is dead, justice has been done. If not, we have news for him. He is the object of one of the most thorough searches ever conducted by the FBI for a wanted criminal. When found, he will be prosecuted to the fullest extent of the law.

This Robin Hood will end up in jail.

The FAA On Seatbelts

It is certainly recognized that a person experiencing an inadvertent parachute opening while secured by a safety belt would suffer serious or possibly fatal injury. On the other hand, we have evidence to show that accidents have been caused by jump occupants who were not wearing their safety belts. The Southern Region recently investigated two such accidents. The pilot in each case was unable to maintain control of the jump aircraft because the parachutists on board were not wearing their safety belts. What should have been nothing more than two minor incidents resulted in serious accidents through noncompliance with Federal Aviation Regulation (FAR) 91.14.

It is our feeling that safety would suffer far more by allowing parachutists to ignore this rule than would be the case of requiring them to have their safety belts fastened during takeoff and landing. The chances of a pilot having to abort a takeoff run or make an emergency stop during landing will, I think, be greater than inadvertent parachute openings during takeoff and landing.

FAR 91.14 applies only during takeoff and landing. The rule does not prohibit unfastening safety belts after a takeoff has been completed; however, I would sincerely hope that jump aircraft pilots would request that safety belts be kept fastened until an altitude has been attained which would at least give the victim of an inadvertent parachute opening a fighting chance for survival.

Your interest in aviation safety is greatly appreciated and we will further explore this problem with the United States Parachute Association and others that we have contact with. It is hoped that you will continue to assist us in our efforts to keep the Federal Aviation Regulations realistic and effective.

James F. Rudolph
Director, Flight Standards Service
Federal Aviation Administration

A BULLETIN FROM THE F.B.I.

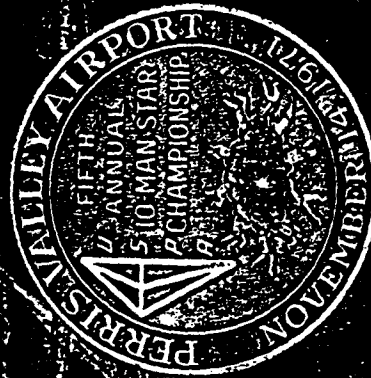
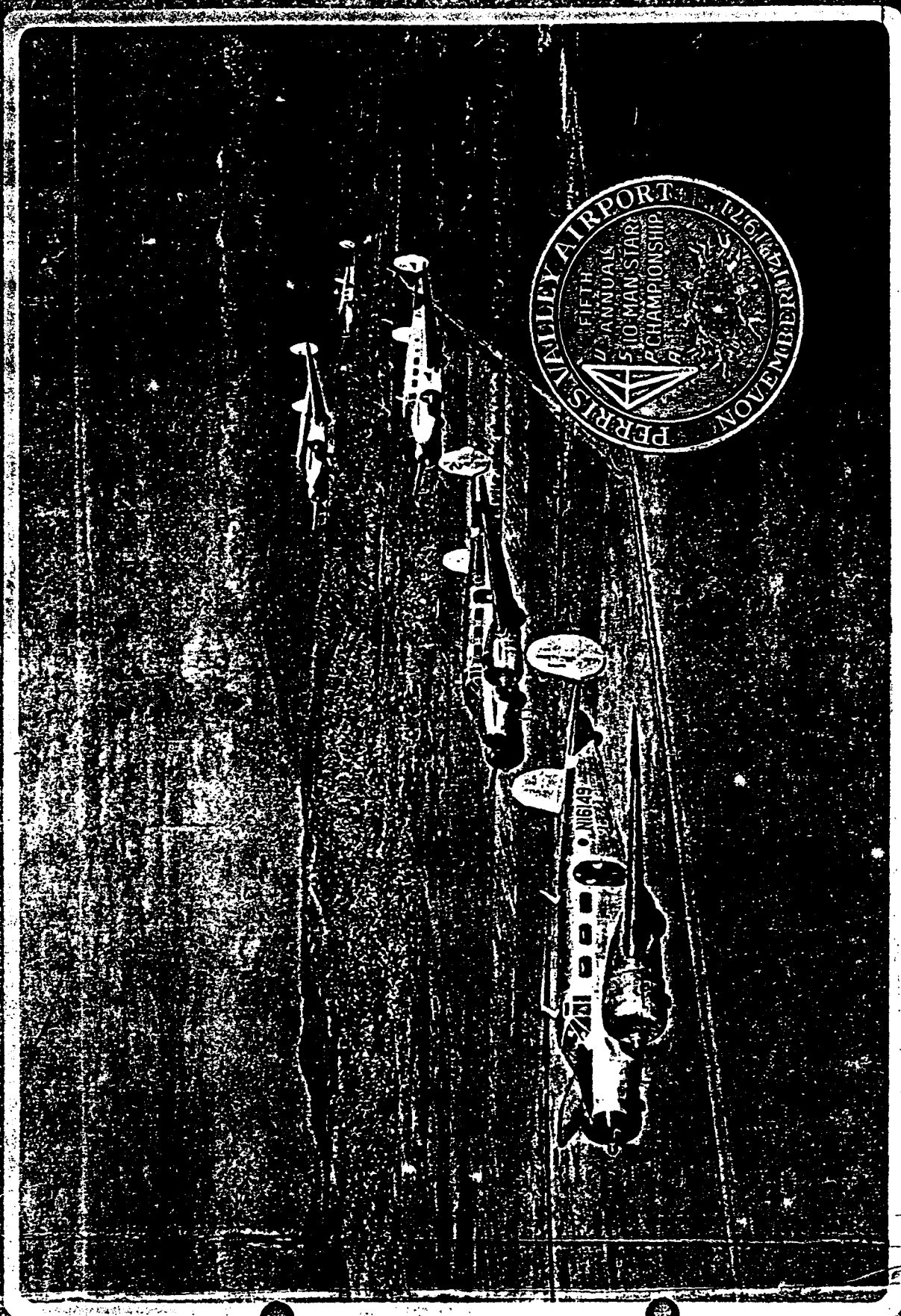
Following is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971.



THIS MAN IS DESCRIBED AS FOLLOWS:

Race	White
Sex	Male
Age	Mid 40's
Height	5' 10" to 6'
Weight	170 to 180 pounds
Build	Average to well built
Complexion	Olive, Latin appearance, medium smooth
Hair	Dark brown or black, normal style, parted on left, combed back; sideburns, low ear level
Eyes	Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims
Voice	Low, spoke intelligently; no particular accent, possibly from Midwest section of U.S.
Characteristics	Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel	Black suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4" x 12" x 14"; brown shoes.

If you have any information which might lead to the identity of this individual, please contact the nearest FBI Office which would be found in the front of your telephone directory.



164-2111-406

ALPA

PILOT BULLETIN

INFORMATION
MEMBERS ONPUBLISHED MONTHLY BY THE AIR LINE PILOTS ASSOCIATION,
1329 E STREET, N.W., WASHINGTON, D.C. 20004, EXCLUSIVELY FOR MEMBERS

VOL. 31, NO. 1

JANUARY 1971

ALPA EXECUTIVE
BOARD MEETS

The Executive Board of the Association resolved at its 14th meeting (Dec. 7-10) in Washington to register "total opposition" to FAA's proposal to impose responsibility for medical certification and surveillance of flight crew members upon the individual air carriers. The Board directed the Aero-medical-Flight Time/Duty Time Committee "to take any and all steps it feels are necessary to prevent the adoption" of the proposal and instructed the Association's President to "provide the necessary support and resources," and including "if necessary" recommending the Executive Board for consideration "of other appropriate courses of action."

The Board, after lengthy discussion concerning the impact of the Aloha arbitration award on ALPA's crew complement policy, reaffirmed its "full and vigorous support of the crew complement policy and of all existing

agreements and awards establishing the same." The Board said that consistent with the Nov. 23 arbitration award (which it noted "applied and interpreted the Association's policy as being founded on safety as related to the operating conditions and environment of the carrier involved") and consistent with past practice, the Boeing 737 crew complement policy is interpreted to require "with the concurrence of the Executive Committee and the President" that the MEC on each airline involved assess that airline's conditions and environmental factors "and reach a determination as to the basis of implementation" of the crew complement policy. The Board ordered the President to "cause the Association to provide full support to such determinations" and to conclude agreements that give full effect to such determinations.

Finally, the Board said the President and the Executive Committee should study and evaluate "crew coordination and operating techniques on all airline jet aircraft."

Other actions taken by the Executive Board include the following:
 ► Supported the Airworthiness and Performance Committee in its concern over the use of reduced-thrust takeoff procedures.

► Referred a proposal that ALPA initiate an aggressive policy with FAA to establish positive control, climb and descent corridors, "a high-

WARNING NO IMMUNITY

Pilots are warned that, effective Dec. 31, 1971, they are no longer provided with immunity when Near Mid-air Collision Reports (FAA Form 8020-1) are filed.

President John J. O'Donnell attempted to persuade FAA to retain the immunity provision, but so far without success. The ATC Comm. will again seek to convince FAA the near mid-air reporting program is useless without some protection given to the pilot and controller. As additional information becomes available, it will be reported in publications.

ly complicated subject," to the National ATC Committee, the national committee involved with this problem.

► Noted that "it is in the best interest of" ALPA "to present a unified position to the government and industry on those subject areas which affect the entire membership" and resolved "that before any pilot group representing body of the Association takes action on subjects under the view of an ALPA national committee and not covered by ALPA policy, the proposed action be brought to the attention of the responsible national committees for their review and analysis to ensure a coordinated position."

► Directed the President "to actively pursue" ALPA policy, adopted in 1962, "to work to bring international flight duty time limits in line with domestic FAR limits."

► Directed the Association to institute a procedure of withholding dues from flight pay loss checks.

► Noted that the use of "Air Line Pilots" in the name of any organization, other than ALPA, "is confusing and misleading to the membership, the public, the government and the industry and might be harmful to the public image of the Association," and resolved "that all members so involved refrain from any activities which generate the impression that they or their organization, association or firm act in behalf of or under the jurisdiction

(Continued on page 2)

LATE NEWS ROUND-UP

● Revised ALPA merger policy has been adopted by the Executive Board (see page 2).

● The Department of Transportation is investigating the manner in which a Deita 880 was contaminated by radioactive leakage. DOT is attempting to determine whether the cause was from faulty packaging or from handling damage.

● CAB examiner is against AAL-WAL merger plan (see page 4).

● PATCO says FAA has fired four more controllers for their actions during a "sickout" in March 1970, bringing

the number of dismissed controllers to 80. Thirty-eight of the 80 have won their jobs back through appeals procedures and the courts.

● ALPA opposes DOT action in AAL-WAL merger case (see page 5).

● "Cooper" is no Robin Hood (see page 7).

● NTSB and FAA officials say that a National Airlines 747, which ran afoul of turbulence, did so as the crew picked its way through thunderstorm cells using airborne radar.

● Pilots should specify payments (see page 8).

164-2111-403

COOPER IS NO 'ROBIN HOOD'

Despite some attempts to prove otherwise through opportunism and commercialism, the person who labels himself as "D. B. Cooper" is--if he is still alive--no modern-day Robin Hood. He is a thief and a criminal of the highest order. He demonstrated more than passing knowledge of the air environment, especially parachuting. It is possible that "D. B. Cooper's" path may have crossed that of airline personnel--and airline pilots--at some time under another name. He is reported to have a bitter hatred against the airlines--he may have worked for one.

For these reasons PILOT BULLETIN is printing the specifications of the criminal that extorted \$200,000 from Northwest Airlines on Nov. 24, 1971. Two artist drawings of "Cooper" are included in the hopes they may prod the memories of ALPA members who may have seen or known him in the past.

The Federal Bureau of Investigation describes the man as follows:

Race: White

Age: Mid-40s



Artists sketch of Cooper with and without glasses

Height: 5 feet 10 inches to 6 feet

Weight: 170 to 180 pounds

Build: Average to well built

Complexion: Olive, Latin appearance, medium smooth

Hair: Dark brown or black, normal style, parted on left, combed back, sideburns, low ear level

Eyes: Possibly brown; during latter part of flight put on dark wrap-around sunglasses with dark rims

Voice: Low, spoke intelligently, no particular accent

Characteristic: Heavy smoker, Raleigh filter-tip cigarettes

Wearing apparel: Black or white shirt, narrow black tie, dress suit, black rain-type over dark topcoat, brown shoes, dark paper bag 4 inches by 12 inches and dark briefcase or attache case

If you have any information that might lead to the identity of the individual, please contact the nearest FBI office.

ALPA PRESSES FOR ACTION ON MID-AIR COLLISIONS

Pointing to a "needless slaughter" resulting from 70 mid-air collisions of U. S. airliners in the past 25 years, ALPA urged congressional action to make collision-avoidance equipment a mandatory requirement for all aircraft operating in government-controlled airspace.

In testimony before the Senate Subcommittee on Aviation on Dec. 1, the Association emphasized the increasing hazards of mid-air accidents. A study made by the Department of Transportation, ALPA said, projected that by 1980 there would be approximately 10 mid-air collisions occurring each year. In 1971, there were four such tragedies.

ALPA recommended two government actions that should be taken immediately to reduce or eliminate the mid-air collision hazard:

"The first of these requires an immediate decision on the part of the U. S. government that the use of an adequate collision avoidance system or proximity warning indicator should be made mandatory for every aircraft

operated within controlled airspace.

"The other action requires that the Federal Aviation Administration take a more realistic and sophisticated approach to inflight segregation of military and general aviation aircraft from airline and other high performance civil aircraft."

In addition to these recommendations, ALPA asked for a live evaluation of the several collision avoidance systems now available. Recognizing that installation of these systems would entail particular burdens for light plane owner, ALPA called for development of a plan to help them finance this hardware.

Although ALPA does not endorse any particular equipment now being offered as solutions to the collision problem, it supported the Senate bill under consideration (S. 2264), which would facilitate the installation of collision avoidance devices. "The establishment of definite compliance dates," ALPA said, "will also emphasize the urgency of the problem and take it out of the 'study' category."

FAA Continuing

Taxiway - Exit

Identification Lights

Test At JFK And

Newark

The September 1971 PILOT BULLETIN announced the beginning testing of taxiway exit lighting at Newark runway 4L-22R. Now test is ready to be implemented on runway 31R-13L. The runway show red threshold lights at both ends. Green flush centerline lights at runway and taxiway intersections are the main features of the test along with green curved lead-in lights at the center taxiway exit.

The airlines have probably already issued information and procedures to pilots operating into airports. FAA will provide additional information. ALPA requests that pilots cooperate in this evaluation. Please send a copy of your comments to the ALPA Engineering and Safety Department for information.

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

STAN PITKIN
United States Attorney

1012 United States Courthouse
Seattle, Washington 98104

(206) 442-7970

UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF WASHINGTON
AT SEATTLE

UNITED STATES OF AMERICA,)	
)	
Plaintiff,)	COMPLAINT FOR VIOLATION
)	OF U.S.C. TITLE 18
v.)	SECTIONS 37 AND 38
)	
WILLIAM JOHN LEWIS, also known)	
as JACK LEWIS and)	
DONALD SYLVESTER MURPHY)	
)	
Defendants.)	

COUNT I

That beginning on or about the first day of
February 1972, and continuing to the date of this complaint
in King County and Kitsap County in the Western District
of Washington, William John Lewis, also known as Jack Lewis
and Donald Sylvester Murphy, the defendants herein, did
wilfully and unlawfully combine, conspire and agree together
to commit offenses against the United States, to wit, to
violate Section 2384, Title 18, United States Code, by
devising and intending to devise a scheme for obtaining money
by means of false and fraudulent promises and inducements
Payne Fleming to travel in interstate commerce from
Angeles County, California to King County, Washington in
execution of the scheme to defraud said Karl Payne Fleming
of forty-five thousand dollars. The form and substance of
the conspiracy was as follows:

MANNER AND MEANS

1 It was a part of the conspiracy that the defendant
2 William John Lewis, also known as Jack Lewis, responding
3 to an advertisement in the Seattle Times newspaper soliciting
4 a contact from the alleged aircraft hi-jacker "D. B. Cooper"
5 called Karl Payne Fleming at his home in Los Angeles,
6 California on or about February 1, 1972 and stated that
7 "Seth Thomas" (a fictitious name adopted by the defendant
8 Jack Lewis for the purposes of this scheme) had been in
9 touch with "D. B. Cooper", knew his true identity and could
10 arrange an interview.

11 It was further a part of the conspiracy that the
12 defendants William John Lewis, also known as Jack Lewis
13 and Donald Sylvester Murphy arranged for Donald Sylvester
14 Murphy to pose as the alleged aircraft hi-jacker "D. B.
15 Cooper". Jack Lewis photographed Donald Murphy wearing
16 a wig and glasses and otherwise appearing much like the
17 widely circulated "artist's conception" of "D. B. Cooper"
18 and delivered a print to Karl Fleming in support of the
19 scheme to defraud. Jack Lewis and Donald Murphy arranged
20 to copy three twenty dollar bills with serial numbers taken
21 from the ransom money list - superimposed - so as to appear
22 to be copies of twenty dollar bills acquired by the alleged
23 hi-jacker "D. B. Cooper" as ransom for the release of
24 passengers on Northwest Orient Airlines Flight 305 at
25 Seattle-Tacoma International Airport on November 24, 1971.
26 Jack Lewis furnished this fraudulent copy of the three
27 twenty dollar bills (copy attached hereto as Exhibit "A")
28 Karl Fleming in support of the scheme to defraud.

29 It was further a part of the conspiracy that the
30 defendants William John Lewis, also known as Jack Lewis and
31 Donald Sylvester Murphy falsely represented Donald Murphy
32

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

to be the alleged hi-jacker "D. B. Cooper" when they met with Karl Fleming at the Swept Wing Inn in King County, Washington on or about February 16, 1972 and demanded that Karl Fleming produce forty-five thousand dollars in return for "D. B. Cooper's" story about the hi-jacking. The defendants agreed to accept thirty thousand dollars, fraudulently representing that the money would be held in trust by Jack Lewis for the legal defense of "D. B. Cooper" should he be apprehended. Jack Lewis signed the document recording that payment, one signed as "Seth Thomas" and wherein he signed his true name (copy attached hereto Exhibit "B").

It was further a part of the conspiracy that the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy prepared Donald Murphy to pose as the alleged hi-jacker "D. B. Cooper" by reading the published information about the hi-jacking of Flight 305 and the alleged hi-jacker "D. B. Cooper" and otherwise developing a plausible theory of the hi-jacking which began with a "confession" of the crime. Extraordinary steps for the security of the alleged hi-jacker "D. B. Cooper" such requiring that the cameraman and audioman recording the interview do so from an extreme distance while wearing earplugs, added credibility to the fraudulent scheme.

OVERT ACTS

1. On or about February 1, 1972 the defendant William John Lewis, also known as Jack Lewis called Karl Payne Fleming in Los Angeles, California from his residence at Seavue Estates, Seabeck, Washington.

2. On or about February 13, 1972 the defendant William John Lewis, also known as Jack Lewis called the

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

Swept Wing Inn near Seattle-Tacoma International Airport and made reservations for Karl Fleming for February 16, 1972, requesting a ground floor room.

3. On or about February 16, 1972 the defendant William John Lewis, also known as Jack Lewis met with Karl Fleming at the Swept Wing Inn in King County, Washington and used the fictitious name "Seth Thomas".

4. On or about February 16, 1972 the defendant Donald Sylvester Murphy met with Karl Fleming at the Swept Wing Inn in King County, Washington and used the fictitious name "D. B. Cooper".

5. On or about February 21, 1972 the defendant William John Lewis, also known as Jack Lewis received three hundred dollars from Karl Fleming for expense money.

6. On or about February 12, 1972 the defendant William John Lewis, also known as Jack Lewis received three thousand dollars from Karl Fleming and signed two documents recording the payment, one using his true name and one using the fictitious name "Seth Thomas".

7. On or about February 21, 1972 the defendant William John Lewis, also known as Jack Lewis drove Karl Fleming around King County, Washington looking for a secure place to film the interview with "D. B. Cooper".

8. On or about February 22, 1972 and February 23, 1972 the defendant Donald Sylvester Murphy, posing as the alleged aircraft hi-jacker "D. B. Cooper" conducted interviews with Karl Fleming and fraudulently confessed to hi-jacking Northwest Orient Airlines Flight 305 on November 1972.

9. On or about February 23, 1972 the defendant Donald Sylvester Murphy was photographed posing as the alleged aircraft hi-jacker "D. B. Cooper" and displayed

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

a copy of three twenty dollar bills in front of the camera.

All in violation of Title 18 U.S.C. Section 371.

COUNT II

1. The defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy devised the scheme and artifice to obtain money from Karl Payne Fleming by fraudulently representing the defendant Donald Sylvester Murphy to be the alleged aircraft hi-jacker "D. B. Cooper" as more particularly alleged in Count I of this complaint and all of the allegations of Count I are realleged and incorporated herein as if fully set out in Count I.

2. On or about the 16th day and the 20th day of February, 1972 the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy, having devised and having intended to devise the aforesaid scheme and artifice to defraud and to obtain money by means of false and fraudulent pretenses, representations and promises did unlawfully and fraudulently induce Karl Payne Fleming to travel in interstate commerce from Los Angeles County, California to King County, Washington in execution of the aforesaid scheme and artifice to defraud said Karl Payne Fleming of money in an amount exceeding five thousand dollars, that is, forth-five thousand dollars in cash.

All in violation of Title 18 U.S.C. Section 2314 and Section 2

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

The complainant states that this complaint is based on the copy of three twenty dollar bills bearing serial numbers L54904730A, L33529797A, and L20168977A acquired from Karl Fleming who states that the copy of the three bills Fleming received (now in the custody of the F.B.I.) was delivered him by Jack Lewis in support of the claim that Fleming was interviewing the real "D.B. Cooper," which copy is attached hereto as exhibit "A". The original copy has been examined by the F.B.I. laboratory in Washington, D.C. and determined to be fraudulent in that the serial numbers, which represent three numbers from the ransom paid were superimposed on twenty dollar bills prior to being copied.

Further, Jack Lewis executed the two receipts for thirty thousand dollars attached hereto as exhibit "B" (original in the custody of the F.B.I.) in the presence of Karl Fleming and "D.B. Cooper". Fingerprints lifted from these receipts by the F.B.I. laboratory in Washington, D.C. have been identified as belonging to William John Lewis.

Further, movie film and an audio tape of the interview between Karl Fleming and Donald Murphy, posing as "D.B. Cooper," which took place on the morning of February 23, 1972 on a beach fronting Puget Sound in King County, Washington, have been viewed and heard by agents of the F.B.I. personally familiar with the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy; Donald Murphy is the person depicted on film as "D.B. Cooper." The interview of February 23, 1972 was recorded on movie film and audio tape taken by Neil Peter Reichline and William Barry Kaplan, from a location remote from the point of interview at the request of Karl Fleming (originals of the tape

recordings, movie film and audio tape are in the custody of the F.B.I.). Agents of the Federal Bureau of Investigation, familiar with William John Lewis and Donald Sylvester Murphy, have listened to tapes, made by Karl Fleming, of interviews of "D.B. Cooper" and "Seth Thomas" and have identified the voices appearing on the tapes as William John Lewis and Donald Sylvester Murphy.

Complainant further states that Karl Fleming has been interviewed by Special Agents of the F.B.I. and has related the following:

That he, Karl Fleming, placed an advertisement in the Seattle Times newspaper, among others, in West Coast, requesting that the alleged airplane hi-jacker "D.B. Cooper" contact him. Karl Fleming was then a Contributing Editor of Newsweek magazine stationed in Los Angeles and the advertisement listed his home telephone number and indicated that he represented a national news magazine.

On or about February 1, 1972 Karl Fleming received two telephone calls from a "Seth Thomas," who in subsequent personal contacts identified himself as Jack Lewis, the caller stating that he knew the identity of "D.B. Cooper" and could arrange an interview.

In response to this information Karl Fleming flew from Los Angeles County, California to King County, Washington on or about February 18, 1968 and checked into a ground floor room at the Sweet-Wi Inn which had been reserved for him by Jack Lewis, alias "Seth Thomas."

Jack Lewis contacted him there and later introduced him to "D.B. Cooper" who entered the room through a sliding patio-type door.

The individuals identifying themselves as "Seth Thomas" and "D.B. Cooper" requested forty five thousand dollars for the story and details concerning the hi-jacking. The initial payment of fifteen thousand dollars to be paid when Kara Fleming was satisfied he was talking to the hi-jacker, a second instalment in the same amount upon completion of the interviews, and a final payment upon publication of the story.

1 "Seth Thomas" and "D.B. Cooper" agreed to have
2 "D.B. Cooper" submit to interviews which would be
3 taped and photographed after being advised by Karl
4 Fleming that Newsweek magazine would not support the
5 undertaking but that a partner of Fleming's in
6 Platypus Publications Incorporated would put up
7 thirty thousand dollars.

8 On or about February 20, 1972 Karl Fleming
9 traveled from Los Angeles County, California to
10 King County, Washington with thirty thousand dollars
11 in cash consisting of an unknown number of bills in
12 twenty, fifty, and one hundred dollar denominations.
13 He stayed at the Edgewater Inn, in Seattle, Washington
14 through February 23, 1972 and interviewed "D.B. Cooper"
15 on February 22 and 23.

16 Karl Fleming was furnished the xeroxed copy of
17 the three twenty dollar bills, allegedly part of the
18 ransom paid to "D.B. Cooper" (Exhibit "A") and on or
19 about February 21, 1972, paid the thirty thousand
20 dollars to Jack Lewis who signed a receipt (Exhibit
21 "B"). Karl Fleming related that Jack Lewis had given
22 the name "Seth Thomas" prior to signing the receipt
23 and that "D.B. Cooper" appeared upset at Jack
24 Lewis' disclosure of his true name.

25 Karl Fleming also paid three hundred dollars to
26 Jack Lewis on or about February 21, 1972 for expenses.

27 The complainant further states that he believed that
28 statements made by Karl Fleming to Special Agents of the
29 F.B.I. are accurate in that checks of motel, airline, rental
30 car, and telephone toll records corroborate his story and
31 photographs of William John Lewis, also known as Jack Lewis,
32 and Donald Sylvester Murphy have been identified by Karl
33 Fleming, and other persons, as the individuals who called
34 themselves "Seth Thomas" and "D.B. Cooper" respectively.

35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000

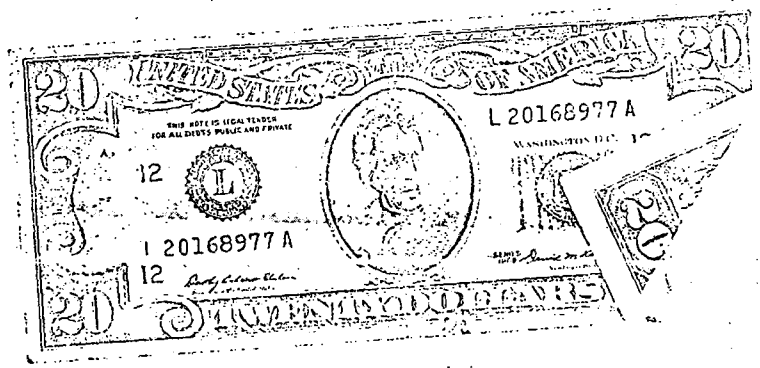
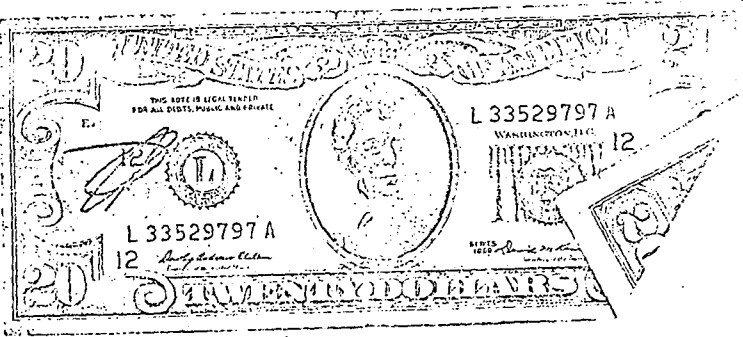
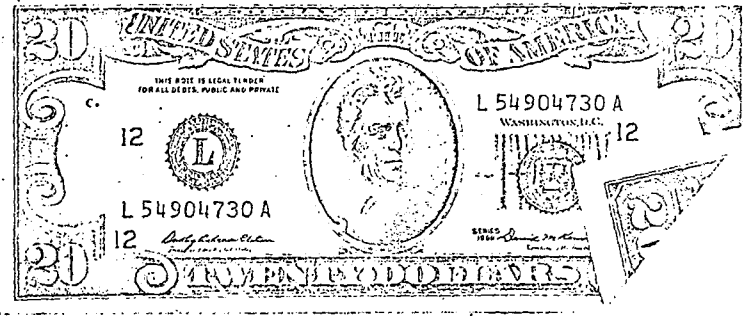
Sworn to before me, and subscribed in my presence

, 1972.

United States Magistrate

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

EXHIBIT



MEMO, NOV. 21, 1942

EXHIBIT B

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000

... Mr. [Name] to have with convey in cash money the sum of \$50,000 (thirty thousand dollars) to [Name] who reports to be designated agent for [Name] [Name], who hijacked a Northwest Airlines plane on Thanksgiving Day, 1942. This money is conveyed with the understanding and intent that [Name] it is to be held in trust from this day forward to be used [Name] fund if and on after [Name] is apprehended or voluntarily surrenders. The money is conveyed with the understanding of both parties, and also of Mr. [Name] Cooper, that the money is to be used for that purpose and [Name] alone and that it is to be used for no other purpose whatsoever, and the name of it is to be conveyed to [Name] to be used [Name] for his legal defense.

SIGNED:
WITNESSED:

[Signature]
[Signature]

Further, Mr. [Name] Cooper and in return Mr. Cooper [Name] Full and exclusive rights to his life story and of the \$50,000 robbery. She committed, and Photos, Newspaper and Magazine Articles, Books, movies, television, [Name] interviews, serializations, both in the United States and all foreign countries, [Name] and Foreign.

Signed [Signature]
Signed [Signature]

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000

KARL FLEMING do
hereby on Feb. 20, 1972,
convey to Seth Thomas,
who purport to be Agent for
D.B. Cooper, \$30,000 to be
held in Trust for use
for a legal Defense Fund
for Cooper when or if
he is apprehended or Surrendered,
And with the understanding
that the money is to be
used for that purpose
alone.

Seth Thomas

21 Feb 1972

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

FBI - Seattle, Washington 66121

EDGEWATER INN



66-1-1

NOV 16 0000 21 1972

SNOOBY (P.9)

SNOOBY (P.15)

SNOOBY (P.11)

THE D.A. TUNO (P.4)

THE D.A. TUNO (P.5)

THE TALE OF

By Karl Fleming

D.B. COOPER AROSE AT 6 A.M. THAT day leaving his wife of 25 years asleep in their ranch-style suburban Seattle home, dressed hurriedly in a dark business suit, and packed his briefcase with the tools he would need to carry him through this, the most important day of his life.

Cooper, age 49, a balding unprepossessing out-of-work Boeing engineer, had never been arrested for anything more serious than a traffic violation.

This day, Thanksgiving Eve of last year, he would hijack a Northwest Airlines Boeing 727 between Portland and Seattle, would successfully bail out with \$200,000 of the airline's money, and then would vanish as if evaporated. He still hasn't been discovered by the law.

Cooper planned the hijacking for more than a year. Every detail had been carefully researched. Every step had been painstakingly rehearsed. Every possible foul-up had been anticipated even marked money and bad weather. Every

A LONER, D.B. COOPER TELLS HOW HE STOLE PLANE AND GOT AWAY

the hijack note. Under his suit, he wore a heavy sweatshirt. It would be cold that night when he jumped. On his feet he wore high-topped Western style boots. They could pass as dress shoes, and at the same time could protect his ankles when he hit the ground after parachuting from the plane.

Making Plans

As he drove, he listened idly to the radio and methodically reviewed his plan—the landing site, the weather, the timing, the getaway route, all the minute details, he had brooded over with slide rule precision for months. He originally had wanted to bring in a confederate

in flight so that a jump could be accomplished without ripping a chute to pieces.

Also, this particular daily commuter flight was chosen because of the route it followed. Cooper chose it after patiently studying dozens of aerial maps. The route, over rural terrain where the land was hilly, but not too rough, was close enough to a freeway to make a getaway possible. It was sufficiently removed from water and high tension lines, which a parachutist always fears and was remote enough so he could land without detection.

The spot Cooper selected was just east of the tiny farming village of La Center, less than five miles from Inter-

or windy enough to make the jump overly hazardous.

The day he chose was perfect: rainy, overcast and gusty—which would discourage light planes and helicopters from following. And he had chosen this day for another reason. It was a holiday. He had wanted July 4, but hadn't been able to get his plan perfected in time. He wanted a holiday because people in airports would be in a festive mood, there would be huge crowds and a lot of confusion.

The Triangle

Cooper turned off Interstate 5 at Woodland at about 9:45 a.m., drove along the macadam rural road to Main Street in La Center, and parked his car in the gravel lot beside the post office.

He applied his make-up—stiff to alter his facial coloring and white paste to obscure his gold-capped teeth. Then he drove into the adjacent countryside to set his radio transmitters in place. There were three of them, pocket-sized,

Seattle would supposedly bail out with \$500,000 of the airline money, and then would vanish, as if evaporated. He still hasn't been discovered by the law.

Cooper planned the hijacking for more than a year. Every detail had been carefully researched. Every step had been painstakingly rehearsed. Every possible foul-up had been anticipated—even marked money and bad weather. Every previous hijacking had been patiently studied. They had all failed, at least by D.B. Cooper's standards. The perpetrators all had been caught, killed or set down empty-handed in some distant place like Cuba.

Cooper was no political fanatic. Nor was he a nut. He was an ordinary, God-fearing, patriotic, country club-oriented, upward-climbing WASP engineer, (salary: about \$25,000 a year) who was motivated by two things: anger, and money. He had no desire to be either hero or martyr. He simply wanted to get the money, and get away.

As he tooled down Interstate 5 that rainy morning, he carefully reviewed what he had stashed in the briefcase to pull the job off: two cheap hairpieces (cost: \$35); an altimeter, a compass, a stop-watch, a walkie-talkie, three small radio transmitters, black gloves, dark wrap-around sunglasses, a make-up kit, a foul weather jacket, a black cap. And a replica of a bomb—three red flares of the type police use to mark auto accidents, wired cleverly together and attached to what appeared to be a detonating device.

In the right-hand inside pocket of his dark business suit jacket, he carried

Making Plans

As he drove, he listened idly to the radio, and methodically reviewed his plan—the landing site, the weather, the timing, the getaway route, all the minute details he had brooded over with slide rule precision for months. He originally had wanted to bring in a confederate. That would make the job easier, especially if he could get an accomplice who could fly a helicopter and scoop him up when he touched down and rush him to safe obscurity. But he finally discarded that idea. Too risky. A partner might talk. And besides, when the chips were down, could he really count on somebody else? No, he decided.

Cooper was tense, but confident. Since he had worked at Boeing for 15 years, he knew the Boeing more intimately than he knew his motorboat. He had chosen this particular flight in part for that reason. 727s were used exclusively on the Seattle-Portland run, and the 727 was the only airplane in commercial use that opened in the rear making a parachute jump feasible. And further, the 727 could be slowed down enough

enough to a fraction of the normal takeaway possible. It was sufficiently removed from water and high tension lines, which a parachutist always fears, and was remote enough so he could land without detection.

The spot Cooper selected was just east of the tiny farming village of Lake Center, less than five miles from Interstate 5, and about 30 miles north of Portland. There was water around (Lake Merwin) but Cooper felt he could jump and avoid it, even at night. And there were high-tension lines, but Cooper believed he could see them at night and steer away from them.

The weather was what Cooper wanted: a cloudy overcast, not even rainy at night. He reasoned that other planes would be dispatched to follow the hijacked craft (C-130s were in fact used), so he wanted cloud conditions and rain, anything that would reduce visibility and make spotting him difficult if not impossible when he bailed out. He couldn't afford to have it known exactly where he was jumping. Hence he needed inclement weather, but not rainy enough

to make a landing impossible. He had a maceadam rural road on Main Street at Center, and parked his car on a gravel lot beside the post office. He applied his make-up, stuff, and his facial coloring, and white paste, to obscure his gold-tipped teeth. Then he drove into the adjacent town of Lake Center, his radio transmitter in place. There were three of them, each with a battery-powered device which he had talked a friend into making for him. This friend of mine, this was a long time prior to the execution of this, were talking, discussing, and making one up for, I don't know, I said something about how he would like, because, I guess, he would have radar, or something, would be, if a fellow had a little transmitter, because if he were going to a fishing area somewhere and he should happen to get soaked in by fog or something, I could use the transmitter, and how right in. So I said sometimes if you are thinking about it, how about making up a couple of these? So he did," Cooper said.

The tiny radio transmitters each had a small antenna, and each emitted a "beep" signal which could be picked up by a walkie-talkie tuned to the proper frequency. The transmitters were crucial to his plan.

Cooper drove out and placed one of the transmitters in a weed patch near a rural church; he set another one in a ditch beside the road; he left the third one in the trunk of the car. The placement of the three transmitters formed a loose triangle, so that when he received the signal from all three of them on his walkie-talkie, he would know precisely where he was. "I figured I would be able to see between the clouds, would be able to see the highway and the lights down there, but I wanted to have that 'beep' signal in case anything went wrong," Cooper said.

All Little Satire

Cooper had made practice runs on the Portland-Seattle flight, a half-dozen times, checking the terrain, checking the compass route, familiarizing himself with landmarks and on the final

Fleming clandestinely interviewed D.B. Cooper outside Seattle



Karl Fleming was associated with Newsweek magazine as correspondent, Los Angeles bureau chief and contributing editor for 11 years before resigning April 15 to found L.A. While with Newsweek, he covered virtually every significant civil rights story of the turbulent '60s, including Birmingham, Selma, Ole Miss, Little Rock and Watts. He covered the assassinations of President John F. Kennedy and his brother Robert and those of Martin Luther King and Medgar Evers. He was assigned to Richard Nixon during the last Presiden-

what he had stashed in the briefcase for the job on two cheap hair pieces (cost, \$35), an altimeter, a compass, a stop watch, a walkie-talkie, three small radio transmitters, black gloves, dark wrap-around sunglasses, a make-up kit, a foul weather jacket, a black cap. And a replica of a bomb, three red flares of the type police use to mark auto accidents, wired cleverly together and attached to what appeared to be a detonating device.

In the right-hand inside pocket of his dark business suit jacket, he carried

the Seattle-Portland flight, the 727 was the only airplane in commercial use that opened in the rear making parachute jump feasible. And further, the 727 could be slowed down enough

and make spotting him difficult if not impossible when he bailed out. He couldn't afford to have it known exactly where he was jumping. Hence he needed inclement weather, but not rainy enough

Full-packed in his gear, Cooper could see the transmitter and how it might be spotted. "You are thinking about it now about making me up a couple of these? So he did," Cooper said.

The tiny radio transmitters each had a small antenna and each emitted a "beep" signal which could be picked up by a walkie-talkie tuned to the proper frequency. The transmitters were crucial to his plan.

Cooper drove out and placed one of the transmitters in a weed patch near a rural church; he set another one in a ditch beside the road; he left the third one in the trunk of the car. The placement of the three transmitters formed a loose triangle, so that when he received the signal from all three of them on his walkie-talkie, he would know precisely where he was. "I figured I would be able in between the clouds, would be able to see the highway and the lights down there, but I wanted to have that 'beep, beep' signal in case anything went wrong," Cooper said.

A Little Satire

Cooper had made practice runs on the Portland-Seattle flight a half-dozen times, checking the terrain, checking the compass route, familiarizing himself with landmarks and on the final checkride he had placed his small transmitters and had taken his walkie-talkie on board with him. Approaching the planned jump spot, he concealed the walkie-talkie in a pillow and held the pillow up to his ear. Sure enough, when he was over the right place—and could see where he was—the signals began to come in, demonstrating the system would work.

After setting them out on the day of the hijacking, Cooper returned to the post office lot, parked the car, walked

Fleming clandestinely interviewed D.B. Cooper outside Seattle.



Karl Fleming was associated with Newsweek magazine as correspondent, Los Angeles bureau chief and contributing editor for 11 years before resigning April 15 to found L.A. While with Newsweek, he covered virtually every significant civil rights story of the turbulent '60s, including Birmingham, Selma, Ole Miss, Little Rock and Watts. He covered the assassinations of President John F. Kennedy and his brother Robert and those of Martin Luther King and Medgar Evers. He was assigned to Richard Nixon during the last Presidential campaign and has covered Lyndon Johnson, George Wallace, Hubert Humphrey, Barry Goldwater and Ronald Reagan. He also reported on the Charles Manson and Jack Ruby trials for Newsweek and the trial of Pueblo spy ship captain Lloyd M. Bucher. Early this year, Fleming made contact with a man who claimed to be D. B. Cooper, the only person ever to skyjack an airliner and get away with his identity unknown. In this and the next two installments, Fleming tells what happened.

A HIJACKING



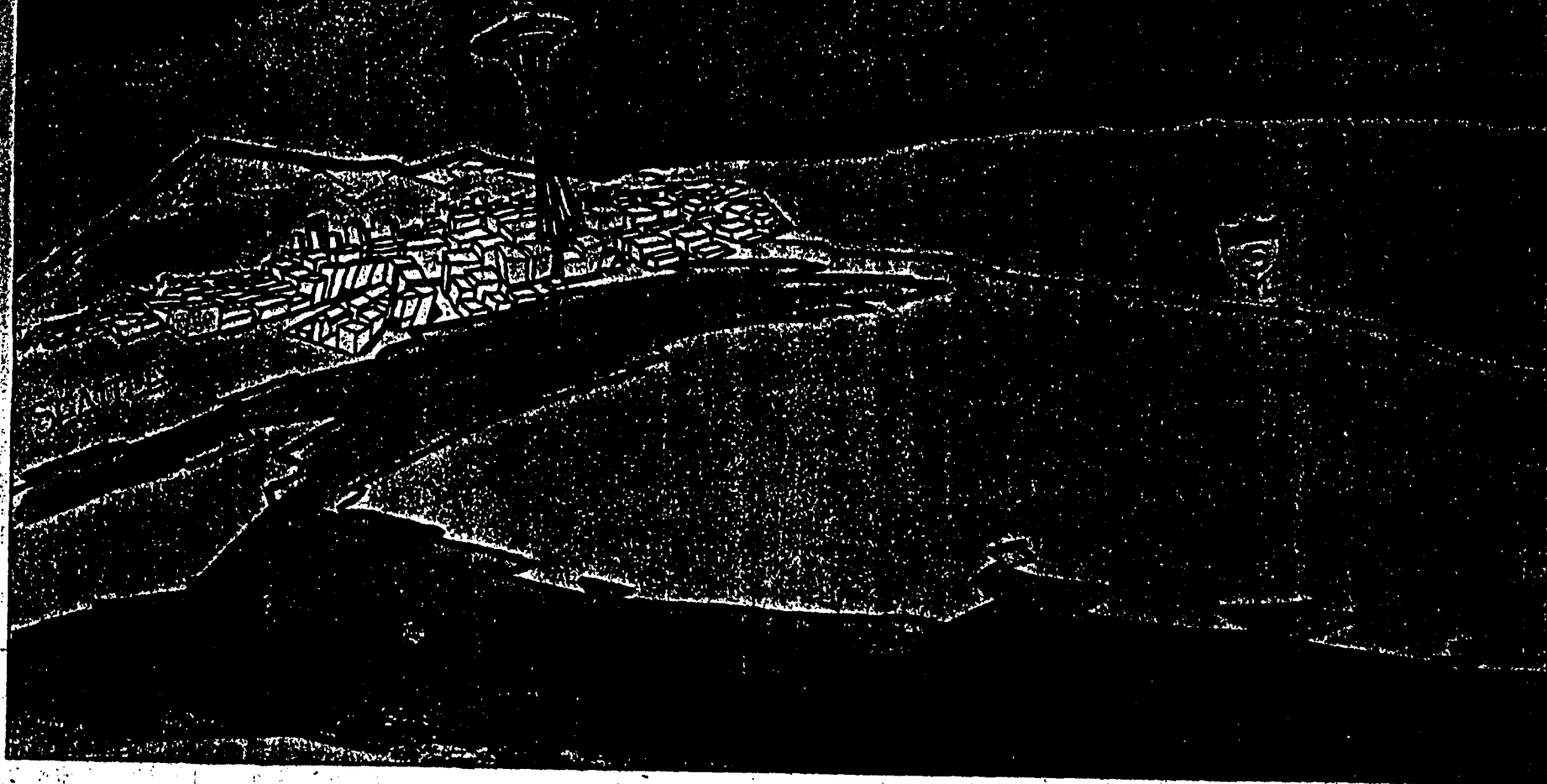




0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2

COOPER BAILED OUT AND





along the road to Woodland, went into a restaurant and had a ham and cheese sandwich and a piece of apple pie, while he waited for the Greyhound bus. He had already purchased a ticket, to Portland, for 90 cents, and had a plane ticket from Portland to Seattle as well.

On the practice flights, he had used several aliases, including Montgomery and Wright. For the big trip, he chose the name D.B. Cooper.

It was a little satire, he said. He had worked at Boeing where noise was always a problem. So he chose the word decibels, and took the letter "D" from it. And what, he said, would make more noise than a lot of decibels in a barrel?

of the plane. Had there been air marshals on board, which was happening on some flights, he planned just to sit tight and take a normal flight to Seattle. No marshals were on board, however, so Cooper took a seat in the extreme left rear of the plane and just waited.

"I was still safe. I still had the note. I still had the option just to take a ride. But I knew this was the beginning. Right here. All the work that had gone on before, that was just an accessory. Because nobody knew what I was doing. And I wasn't doing wrong to anybody.

"Odd as it may seem, I had prepared for this so long that when it actually

might not open. But other than me, nobody was endangered at any time," Cooper said.

The crucial flight was about six minutes late leaving. When it was about 10 minutes out of Portland, the stewardess, taking orders for drinks, had worked her way back to Cooper's seat. When she asked him what he wanted to drink, Cooper reached inside his jacket and handed her the note. It was typewritten, on plain white paper, and the message was plain: "I have a bomb in this briefcase. I am hijacking this plane."

The stewardess's eyes widened. "Surprised?" Cooper said. "Just follow me."

she was from Minnesota, so we talked briefly about Minnesota and how did she like flying and this sort of thing. But actually, the atmosphere wasn't too conducive to idle conversation. Because I was very keen, I had to be very alert. I didn't want to get lost in conversation."

The captain informed the passengers there was a minor mechanical problem. While the FBI was rounding up the money and parachutes, Cooper sent word that when the plane landed he wanted it parked away from the terminal, in a well-lighted area so he could see out the windows and protect himself from possible ambush. When that was

along the road to Woodland, went into a restaurant and had a ham and cheese sandwich and a piece of apple pie, while he waited for the Greyhound bus. He had already purchased a ticket, to Portland, for 90 cents, and had a plane ticket from Portland to Seattle as well.

On the practice flights, he had used several aliases, including Montgomery and Wright. For the big trip, he chose the name D.B. Cooper.

It was a little satire, he said. He had worked at Boeing where noise was always a problem. So he chose the word decibels, and took the letter "D" from it. And what, he said, would make more noise than a lot of decibels in a barrel? Thus "B." And who makes barrels? A "cooper". Thus, D.B. Cooper, just the kind of name a methodical-minded engineer would choose.

When the bus reached Portland, at about 1:45 p.m., Cooper caught a taxi to the airport, arriving at about 2:15. The flight was scheduled to leave at 2:40 p.m. Cooper strolled around the terminal to kill time, then walked directly to the gate, carrying his briefcase. He watched as the check-in line formed, apprehensive for fear federal agents would be at the gate searching hand luggage. There were no such agents present, so Cooper tagged along at the end of the line, so he could get a seat at the back

of the plane. Had there been air marshals on board, which was happening on some flights, he planned just to sit tight and take a normal flight to Seattle. No marshals were on board, however, so Cooper took a seat in the extreme left rear of the plane and just waited.

"I was still safe. I still had the note. I still had the option just to take a ride. But I knew this was the beginning. Right here. All the work that had gone on before, that was just an accessory. Because nobody knew what I was doing. And I wasn't doing wrong to anybody.

"Odd as it may seem, I had prepared for this so long that when it actually took place, it was just like having a dress rehearsal," Cooper said.

The Crucial Flight

Cooper avoided any weapons—he said he dislikes guns—and the way his plan was to go the only person who would even see his "bomb" would be the stewardess. And she would be "scared to death, and wouldn't know a real bomb from anything at all. I could have made it out of paper and she wouldn't have known any difference."

"So, what was the worst that could happen? They could apprehend me. Or, if I got as far as putting the plan into motion, and left the plane with a chute I wasn't familiar with, then the chute

might not open. But other than me, nobody was endangered at any time," Coopersaid.

The crucial flight was about six minutes late leaving. When it was about 10 minutes out of Portland, the stewardess, taking orders for drinks, had worked her way back to Cooper's seat. When she asked him what he wanted to drink, Cooper reached inside his jacket and handed her the note. It was typewritten, on plain white paper, and the message was plain: "I have a bomb in this briefcase. I am hijacking this plane."

The stewardess's eyes widened. "Surprised?" Cooper said. "Just follow my instructions. Exactly! And everything will be fine and no one will be any wiser. Just report this to your captain."

That was the substance, if not the verbatim words, of the conversation. For the next two and a half hours, Cooper and the stewardess were seatmates. He kept her beside him and used her as a courier to take instructions to the captain. When the plane reached Seattle and began circling, Cooper instructed her to go forward and tell the captain "to advise Seatac (Seattle-Tacoma Airport) and Northwest to procure \$200,000 in \$20 bills and four parachutes, and have them at the plane."

While the plane circled, Cooper and the stewardess chatted. "She told me

she was from Minnesota, so we talked briefly about Minnesota and how did she like flying and this sort of thing. But actually, the atmosphere wasn't too conducive to idle conversation. Because I was very keen. I had to be very alert. I didn't want to get lost in conversation."

The captain informed the passengers there was a minor mechanical problem. While the FBI was rounding up the money and parachutes, Cooper sent word that when the plane landed he wanted it parked away from the terminal, in a well-lighted area so he could see out the windows and protect himself from possible ambush. When that was done, and the money and parachutes were delivered to the plane by courier, a bus came out, and everyone deplaned except one stewardess. She was vital to Cooper's plan and was involved in his ordering of four parachutes.

The Order for Two

No one had pulled this kind of sky-jacking before, so Cooper had had some careful planning to do. "The one thing I had to watch very carefully was the chutes. I decided to order two complete sets. Why? Because if they thought I was going out of that plane alone, I wouldn't have given you a plugged nickel for my chances. Because they wouldn't care if I dropped out and went straight

October 21, 1972

23

FELL FREE FOR 22 SECONDS...

